



Aviation Investigation Factual Report

Location:	Boise, Idaho	Accident Number:	SEA03LA079
Date & Time:	May 10, 2003, 10:15 Local	Registration:	N711BG
Aircraft:	Cessna P210N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On May 10, 2003, at 1015 mountain daylight time, a Cessna P210N, N711BG, sustained substantial damage during a gear up landing on runway 10R at the Boise Air Terminal/Gowen Field, Boise, Idaho. The airplane was registered to and operated by a private individual. The certificated commercial pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed for the personal flight, and a flight plan was not filed. The flight, which was operating under the provisions of 14 CFR Part 91, departed Boise at 0940.

According to the Pilot/Operator Accident Report (NTSB form 6120.1/2), the pilot reported that he had made two practice instrument approaches, and "at the last minute on the second approach I was cleared for a touch-and-go. The best way I can describe it, I was still in an 'instrument approach mindset' and failed to lower the gear." The pilot stated that he landed gear up on runway 10R and skidded to a stop. There was no post-crash fire.

In a telephone interview with the NTSB investigator-in-charge, when asked if he had heard the landing gear warning horn prior to contacting the runway, the pilot replied, "I didn't even know there was one." The pilot also stated he did not perform the Before Landing checklist.

An FAA inspector, who surveyed the aircraft damage, reported substantial damage to three stringers on the underside of the airplane, as well as skin damage to the belly of the airplane. The inspector also confirmed that upon further examination of the aircraft, the landing gear warning horn worked properly when tested.

Pilot Information

Certificate:	Commercial	Age:	80,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 20, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 20, 2003
Flight Time:	5455 hours (Total, all aircraft), 559 hours (Total, this make and model), 5300 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N711BG
Model/Series:	P210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P21000806
Landing Gear Type:	Tricycle	Seats:	5
Date/Type of Last Inspection:	November 15, 2002 Annual	Certified Max Gross Wt.:	3920 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2828 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-AF
Registered Owner:	Robert M. Gossett	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BOI, 2871 ft msl	Distance from Accident Site:	
Observation Time:	09:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	11°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Boise, ID (BOI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	09:40 Local	Type of Airspace:	Class C

Airport Information

Airport:	Boise Air Terminal/Gowen Field KBOI	Runway Surface Type:	Asphalt
Airport Elevation:	2871 ft msl	Runway Surface Condition:	Dry
Runway Used:	10R	IFR Approach:	ILS;Practice
Runway Length/Width:	9763 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.565277,-116.226387

Administrative Information

Investigator In Charge (IIC):	Little, Thomas
Additional Participating Persons:	Lewis H Sanders; Federal Aviation Administration; Boise, ID
Report Date:	July 31, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=56971

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).